## SPEAKER HUSTED'S WATCH.

A GOOD MEMORY OF FACES-" ZACCHEUS. COME DOWN"-PRISON POLITICS.

ALBENY, May 21.—Speaker Husted takes infinite pleasure in exhibiting the new watch which was presented to him on Wednesday by his admirers in the Assembly. Much of the morning session of the day after he got it he remained in his room at the side of the desk cutertaining curiosity seekers who had heard of the wonderful time keeper. A member who has probably encountered some adverse ruling from the Chair this winter said, after he had been in the side room examining the watch:
"It is a charming piece of mechanism. General Husted automatic menitor for the Speaker. It goes when he wants it to go and stops when he wants it to stop. It seems to know his innermost thought respecting legislation. When the hour of 2 o'clock is approaching too rapidly, for example, it stops and, like Joshua's sun on Escalon, stands still till the bills the General wants passed are safely through. Then again, when there is danger in the mind of the Chair that the adjournment hour will not come soon enough to head off some bill he or his friends do not want passed, the little watch goes ting a-ling, ting a-ling in its little gold case and down comes the gavel. It's a wonderful watch. Worked in connection with the gavel which is symbolized by the miniature mallet that serves for a charm, it will help the speaker out of a good many close places during the rest

of the session."

A remarkable memory for faces and names has been A remarkable memory for faces and names has been one of the causes of Speaker Husted's constant popularity among the politicians of the State and his frequent election as Speaker. Last summer his recollection of men was illustrated in a notable manner. He had been on a journey through Mexico and had arrived at the frontier railway station. A United States Custom House officer was stationed there to examine the baggage of the passengers for articles that should pay a duty. "I was passengers for articles that all the speaker in describing his experience, "and was in a the Speaker in describing his experience, "and was in a hurry to have the Custom House officer examine about a dozen packages and boxes I had brought with me from of Mexico and then leave the depot to see the town-I think it was El Paso del Norte. Accordingly I had all my basgase put together in one heap and then catching the eye of the Custom House official I said: 'Here is my baggage. Would you have the kindness to examine it now i I desire to go up into the town and inspect it before the next train comes along.' The Custom House official, barely glancing at me, replied: 'You will have to wait your turn,' and then turned and went on examining some other baggage. Meanwhile I had been looking closely at the man's face. I waited a moment and then said: 'Didn't you once belong to the 69th New-York Regiment t' He started and answered swiftly: I did.' Then I continued: 'And isn't your name Sheridant' He seemed overwhelmed with surprise. 'Bedad, it is,' he said, and looked at me eagerly. 'I remember once being said, and looked at me eagerly. Tremember once being present at the presentation of some flags to that regiment, I said slowly. He looked me directly in the face and then burst out: Why, it is the Bald Aigle himself! Here, boys,—turning to his aids—take hold of these packages at onceandrush their examination.' In five mines all of my baggage had been examined and passed, and then the Custom House officer and myself had an experience meeting about New-York State affairs. Somewhere between 1860 and 1870 I had made a speech presenting a set of colors to the 69th Regiment, and I re-Speaking about corrupt legislation in 'past years

aker Husted said: "Sometimes there was an openness in the operations of legislative strikers that was positively amazing. Once upon a time it is related there was a Governor who could be 'influenced' and who somea Governor who could be 'influenced' and who sometimes endeavored to 'influence.' He had a secretary who
did the dirty work of negotiation. At that time a Governor could retain a bill in his possession after a Legislature adjourned for months without acting on itisted of being limited to thirty days as at present. There
was a gentleman who had passed a meritorious measure,
although there was money in it, and he had every reason
to think from assurances that he received in the Excentive charaber that it would be signed by the Governor.
Still weeks and months passed and the bill was not
signed. At last becoming impatient he wrote to the Governor's secretary asking why the bill had not been
signed. The secretary in his reply merely directed him
to look at the Gospel of St. Luke, chapter xix, 5th verse,
3d line—Zaccheus, make haste and come down."

Ex-Prison Superintendent Baker is much disturbed
over the passage in the Assembly of Mr. Graham's ridiculous bill to forbid the use of machinery in the State
Prisons. He is afraid the bill will pass the Senate, and
the Governor will be sure to sign it, as it is popularly supposed that the workingmen are so deluded as to favor
such legislation. "I am afraid," said Mr. Baker, referring to the matter, "that Superintendent Lathrop and the
Governor will think I have had something to do with the
passage of this bill. But I have advised every member I
lave seen to vote against it. Such a law would add
enormously to the State laxes. It would prevent the use
even of a sewing machine in the prisons. I cannot understand how sensible men can support such a measure."
The Democratic are preparing to uso the prisons to pay
off political debts. C. F. Durston, the local Democratic
"boss" in Auburn, is said to be "slated" for warden at
that place and Smith M. Weed is to name the warden at
Clinton, while ex-Senator Nelson expects to do the same
at Sing Sing.

The Republican members of the Legislature

competitors. The United States supplied that part of the city lying below Fourteenth-st., and the Brush all north of Fourteenth-st. Each charged 70 cents per light per night, or \$255 50 per year. Both reduced their bids to 65 cents per light for the present year. The Gas Commission refused to accept these proposals and again advertised for bids. The second proposals were no more satisfactory than the first, and again proposals were advertised for.

On Monday last the Commission for the third time opened bids. The United States bid 50 cents per light per night. The Brush Company bid \$94 50 per year for each light (about 25 cents per light per night), and \$366 per year for twelve extra 2,000 candle-power lights. The Ball Electric Illummating Company bid 25 cents a night for each of 130 lights, contingent on receiving a franchise to string wires, and will furnish free five street lights for every fifty furnished to private patrons. It will also make a contract for from one to five years to furnish all the street electric lights for 27½ cents per light per night. The East River Electric Light Company and \$181 50 per year for some lights and \$160 for others, agreeing to give the city one free light for every fifty lights furnished to private individuals. The Harlem Lighting Company bid 40 cents per light per night on certain streets, 42½ cents on others and 70 cents for those on the Third Avenue Bridge and the Mount biorris Park Tower. The North New-York Lighting Company bid \$146 50 per year for each light.

The resolution passed by the majority of the Aldermen provides that tranchises shall be granted to all electric light companies who have bid for contracts before the Gas Commission, provided that they shall furnish tree to the city one are light for every five furnished to private consumers; that private individuals shall pay no more than the rate paid by the city, and that the companies shall furnish bonds in \$100,000, with two sureties, that they will carry out the provisions of the franchise granted. The old

pased on the new companies, and can therefore underbid the latter.

It is believed that the tras Commission to day will award certain territory to the Brush Company and will accept the bid of the Kall Company, leaving the latter to contest in the courts the provision requiring it to furnish light to private consumers at the same rate as is charged the city. The Corporation Counsel has already given an opinion that the Aldermen have no power to impose a condition of this kind. For the territory now covered by the United States and the territory now covered by the United States and the territory now covered by the opinion of the Corporation Counsel on the question of the regularity of the various bids and the territory covered by them.

A good deal of attention has been called to the Law Committee of the Aldermen by the promisence it has assumed in connection with electric lighting for several years. A lawyer was elected chairman of this committee, The chairmsuship has been sometimes gives to a Republican when the Democrats had no lawyer in the Board. Alderman Dowling, the present chairman, is a saloon keeper in the IVth District. Instead of being simply a committee to pass on questions of law coming before the Aldermen in connec-

tion with proposed ordinances and other matters, it is apparently now used as a vehicle to griad out big jobs.

MEN OUT ON A HOT SATURDAY. HOWTHEY LOOK AND WHAT THEY SAID TO THE

STROLLER. STROLLER.

The comfort of pedestriaus on Saturday could hardly be called perfect even with the aid of parasols, fans and light clothing, which were the noticeable features of the day. Fat men inopped their foreheads vigorously and longed for the cold wave to arrive which was heralded by the Signal Service. Lean men looked disgusted. The average human being plodded along with a lagging step. as if he had been stricken with spring fever, lead in his held it up and touching a spring made it ting ting in a soft melodious voice. It is so constructed as to be an stroller, starting at the Battery, found that ancient resting-place so cooled by the breezes from the Bay that he wondered why fashionable New-York should give it entirely over to the foreigners of Castle Garden and the people of the sailor and immigrant boarding-houses.

Starting up Broadway about luncheon time I strolled into a Spanish restaurant. It flas sprung into promi-nence recently as one of the choice places affected by prominent public men. At various tables I discovered B. Elkins, the well known capitalist and politician; Simon Stevens, the attorney; Commissioners Stark and Matthews, of the Dock Department; Commissioners Barnes, Ridgway and Fish, of the Aqueduct Commission, with John O'Brien, the Aqueduct contractor; B. F. Peixotto, the Editor of The Menorah Monthly, who was formerly United States Consul at Lyons, and General G.

Up-town during the day I ran across Congressman Green, of North Carolina, a Southerner of the old school with dark complexion, a big black mustache, an oldfashioned black silk handkerchief at his throat with the ends streaming out and an old-fashioned black silk watch-guard around his neck. On the guard was a clasp watch-guard around his neck. On the guard was a clasp in the centre of which a huge diamond sparkled. Although Mr. Green studied law, intending to make it his profession, he is a farmer at Fayetteville, and the owner of the great Tokay vineyards there, where Muscat wines are manufactured. Little is known about these vineyards in the North, although they are extensive. Mr. Green told me that their product is sold principally throughout the Southern States.

A sturdy looking man, with a big head and face and iron gray mustache, whom I encountered a little later, is R. C. Blackall, superintendent of the machinery of the Delaware and Hudson Canal Company's railroad system. He told me that all the railroads are now interested in the heating of cars by steam. "In my opinion," he said, "steam can never be made available for that purpose until there is some system by which cars ca remain heated when the engine is cut off from them. There are three or four systems by which it is proposed to do this, but I am not prepared to pass on their merits."

I met Elwood E. Thorne, who had just been paying his respects to Queen Kaptolani and the Hawaiian royal party. Mr. Therne padd a visit to Honolulu not long ago as the agent of New-England capitalists who have in-vestments there in sugar plantations. "It would probably strike humorists as funny that we should pay so much attention to the royalty of a kingdom that isn't of much greater population or wealth than the city of Elizabeth, N. J.," said Mr. Thorne; "but in my opinion the United States cannot do any greater work than to encourage trade and commerce with countries and island kingdom, like Hawaii."

In Fifth-ave. I discover the athletic figure of Frank Rockefeller, the youngest of the Standard Oil Rockefellers. He is perhaps thirty-eight years old, with broad shoulders, light complexion and sandy mustache. He is shoulders, light complexion and sandy mastene. He is one of the recent importation to New-York from the old home of the Standard in Cleveland. This reminds me that I hear that the Rockefellers have been gradually weeding out from official position in the Standard Trust every man who has persisted in dabbling in politics.

A heavy set man with Western air and manners who is n Broadway, is Colonel H. M. Taylor, of Las Vegas N. M. He is the agent of the Bureau of Agriculture for a number of States and Territories, besides being a large cattle grower. "The winter season in New-Mexleo," says the Colonel, "has been propitions for cattle growers beyond anything that we have experienced in years."

to the Editor of The Iribune. SIR: The facts underlying a recently published state

rear by acket shelves of marble held numerous cows, bullocks and calves of different sizes and every imaginable material, including Italian and Parisian marble, alabaster, china, terra cotta and silver—sill gifts. A long milk jug, painted by the Princess Louise to match the Indian tiling, stood in one corner, and opposite the door was the mounted head of the Princess's pet Alderney, with a silver plate recording her virtues and the number of prizes she had won at shows.

On a marble table stood a simple gift and white china tea set and a pile of napkins marked with the royal stamp. This was for the benefit of stray visitors from the hall who wanted a drink of fresh milk. I had a drink myself, and as there is no place nearor than three miles where one can get refreshments it tasted particularly good.

In the adjoining room, neatly tiled from floor to celling, the butter for the hall is made, and when the family are in London it is sent up fresh every morning. The day's supply was laid out on white platters previous to being packed, and very tempting it looked and very delictions it tasted. It was made up in little pais and scrolls, strawberries and balls, all ready for the table. With an air of pride Dame Barber said: "If you look here, mum," pointing to a dish on one side, "you'll see His Highness's; over and particular I have to be about it; not a grain of sait to go in; only a taste like in the crosm, and the pats to be just so thick and not as big round as the others." I looked at Albert Edward's pats with interest. Yes, they were the size of a half dollar, the thickness of three and bore in rich butter relief either the crown, the coal of arms or the three feathers of His Royal Highness. It almost worried me to think of the Prince at every meal engulfing his coat of arms, feeling his crown melt in his mouth; and would the feathers by any possibility tickle his noble throat as they gilded down, I wondered.

With the butter packed in shallow baskets or ham

any possibility tickle his noble threat as they glided down, I wendered.

With the butter packed in shallow baskets or hampers, go little pails of cream and milk, the pails burnished powter with brass trimmings and coat of arms, and quantities of fruit and produce from the titchen carden.

arms, and quantities of fruit and produce from the Ritchen garden

"Does the Princess make butter often?" I asked before leaving the pretty dairy, in which the mingled odor of blo-soming flowers and fresh butter vicel with any scent Rimmel can produce.

"Lor," mum," answered the plump guardian of the place, "Her 'iness used to come reglar, and she'd churn away till the red flew up in her cheks like, trying to make the butter come, and she would not let me lay a hand to it, but this year she was that took up with skatin, which was use mmon good, that she only skatin', which was unersimon good, that tool dip with come in twice or three times to the butter room. But fler Highness came in nigh evry day when she'd been having a trot about the park or to the village to take a cup of tea with the ladies, and then she'd send the lad for strawberries and a loaf as well."

### \_\_\_ MASTER KUKI.

Mashington Correspondence Cleveland Leader.

Mme. Kuki's baby is the oldest. It is the son of the Japanese Minister, and its pretty little Japanese eyes and its yellow cream complexion, together with its winning ways, make it as beautiful as any American baby you have ever seen. Its hair is jot black, and it laughs and cries just like an American baby. It is the pride of the Japanese Minister's heart. He shows it to all of his friends, and brings it out now and then on state occasions.

Mme. Kuki, its mother, is a very accomplished lady. She is fine looking, and she wears dresses and diamonds as fine as any you have seen at a White House reception. She has a creamy yellow complexion, black eyes with half-closed lids, and masses of blue-black hair wound at the back of her head. She dresses in European style, and she keeps her baby dressed in the same manner. The little one is now two years old, and begins to prattle in proken English.

## FATAL COLLISION AT SEA.

Continued from First Page

would get ashore last might. The telephone was constantly in use and every other minute the Barge Office was rung up and information asked for. Word came that a tug had gone down and had not been able to find the vessels and that it was foggy and the water getting rougher. Then came a rumor that the Britannic was little better than waterlogged and could not cross the bar even at high tide. The anxiety of the crowd was greatly increased by this report.

In the afternoon the ambulance from St. Vincent's Hospital was called to the White Star pier to bring the injured from the Britannic to the hospital. Only two of them were willing to go. These were Patrick Burke, laborer, of Wilkesbarre, Penn., who has a badly fractured leg, and William Lawlor, of St. Louis, who has a fractured hip. They were struck with pieces of timber. Rose Fagan, of this city, was hurt in the back and legs and went home with a friend. George Arthur Robinson, a boy, had a compound fracture of the arm. He was taken to Temperance Hall, at Tenth and West sts., and was subsequently removed to St. Vincent's Hospital. Ee will lose his right arm. Young Robinson said that after the boats came together he ran with his sister Kate to the bow of the boat, when the Celtic gave a sudden lurch and drew away from the Britannic and his sister was thrown into the water and drowned and he was struck with a piece of wood on the arm. Burke and Lawlor had been taking opium when seen by a Trinuvice reporter and their stories were so disconnected that little of value could be gained from them about the accident.

# TALKS WITH THE PASSENGERS.

## C. P. HUNTINGTON'S EXPERIENCE.

HE AND F. STURGES WERE ON THE BRITANNIC-WHAT OTHERS ON THAT VESSEL SAY.

C. P. Huntingdon was among the saloon passengers of the Britannic. He had closed his house up for the summer and along with his family intended to take an excursion to Europe, which he has never visited. "And TRIBUNE reporter who met him up at his stables in Parkave. yesterday afternoon. He was looking strong and well and apparently none the worse for the excitement through which he had passed. He got on shore from the tug William Fletcher about noon and went to the Fifth Avenue Hotel, as his own house, at Thirty-eighth-st, and This is what he said about the collision:
"On Thursday afternoon there was a dense fog and our

whistle was blowing. I was in my room-I had the captain's—when I saw some little stir in front and walked out. I saw the Celtic coming right out of the fog, probably scarcely a length from us and just at right angles with us. Captain Perry rang the bell to tell the engineer to go forward with all speed. There was no chance to back. I stepped right back to where my family was and said: 'There is a big steamer almost aboard of us. I am sure she'll strike erashed into us. The vessels came together with a good deal of noise, and I supposed at the moment that it was worse than it really turned out. Three of our boats were broken. The bowsprit of the Celtic came right on board. The Celtic cut through nearly to the middle of our ship, and probably would have cut quite to the middle but for the fact that we were going somewhat rapidly and tore the Celtic's cutwater right away. I think that is what

captain got the boats lowered as soon as he could. About 100 passengers went by them to the Celtic. The Celtic was also badly injured, but did not lower any boats. The steerage passengers crowded into the boats, and nearly filled them-men and women, mostly men. Among the cabin passengers who went to the Celti were Mr. Roosevelt, of New-York, and his wife and a Mr.

tight compartment second from the stern.
The bulwarks were cut right off for fifty feet. The Ceitic ore her way right along. To my knowledge, there were four people killed. One was a girl about twelve or four teen years old, and there were three others-two men, I think, and one a boy; but I would not be certain about that. The oldest man's wife was

ALLEGATE COMPANY BREAKE HIP PROVIDES, early and the company of the company and the company of the company and the company of t

A good many were moving about on the other side of the boat, and it was about the time a good many went below. On came the big ship and crushed into us just aft of the No. 4 through which the water rushed. Our forward motion rolled part of her bow right off, and curied and twisted the iron. The upper part remained uninjured people were killed by the splinters. Three of our hoats ere destroyed.

"I must say that the passengers behaved extremely well. I hardly expected to see the steerage passengers as well as everybody else behave with so much commonsense and composure. Orders were given at once to lower the boats as, it was at first feared that we were inking. This was quickly and successfully done. They were manned and rapidly filled with passengers without best of life or any great confusion. By the time the last boat was prepared to leave the vessel the captain in-formed the passengers that the danger was past, as the Britannic was not sinking and the bulkheads were holdife-buoys in case of need. Both the ship's boats and the

request, and kept with us. The British Queen joined us

were told that seven or eight other tugs were looking for us. Mr. J. Bruce Ismay bearded us from the tug, and made arrangements for the immediate disembarkation of the passengers and their baggage. They were safely landed by the tug about 12 o'clock. If the Britannie gets ready in time for me I should not hesitate to go with her again. I was as near the actual place of the collision as any one, and saw the whole occurrence distinctly."

An elderly physician, who had come from the West to make a European trip, talked to a Tribuse reporter on Shortly after the collision Captain Irving weat

the White Star pier. The purser afterward remarked that this gentleman had made himself extremely useful during the accident. This is the doctor's story:

"About 5 o'clock on Thursday afternoon the Celtie and Britannie were in a dense fog, within half a mile of each other, and steaming in such directions and at such speed that a collision could hardly be avoided. The whistles of both were sounding; and we heard the Celtic's before we saw her, but could not tell exactly where she was. The collision was more of a brush than a punch. That's how I can best describe it. The shock was not enough to knock a man off his feet. When the passengers felt the shock there was naturally a good deal of commotion. There were cries from the steerage passengers, who got much the worst of it, and among whom there was some loss of life.

"The capitaln and all the officers were extremely cool and calm. The boats were lowered and some of the passengers sent over to the Celtic, because at first, to all appearances, the Britannie was going down. As soon as it was found out that she would not sink, the capitain stopped sending people over, and in cases where families had been divided, those who had gone to the Celtie were brought back.

"The Britannie turned her head westward again. Signal guns were fired and distress signals kept flying. The two vessels steamed slowly homeward in company, falling in on the way with a freignt boat and the British Queen, which joined them. The capital did all he could to manage the leak in the Britannie's side by listing her to startboard. A sail was set that litted her over a little and relieved the leaking side, and the cale bunkers on that side were emptied and the water taken out of the boilers. Then a patch was put on and we managed nicely. It would be difficult to tell where the fault lay."

Martin Allen, of Chicago, was a steerage passencer on the Britannic and lost two fingers through the collision. "I was on the port side of the smin deck," he said, "leaning over the rail and trying to discern t

J. C. Williams, of Wilkesbarre, Penn., was another of the Britannic's steerage passengers, and although the broken timbers and pieces of flying firon fell on all sides of him, he escaped without injury. This 'is the fifth time that he has started for his former home in Wales, and as each time he has been prevented from going by an accident, he says that he will not start again.
"I was so completely unnerved by the accident," he said, "that I hardly knew for a moment what had happened. I thought that he verse would sink at once, and on the principle that every one should take care of himself, I began to look around for the best means of getting to a safe place. I saw a boat go over the side and jumped for it. Several firemen and others, steerage passengers, were already in it, and without waiting for any of the women we were 'pulled over to the Celtle. There we were treated with a great deal of consideration at first, but on Frisay, Saturday and Sunday the Satewards acted toward us as though we were dogs. We were provided with no places to sleep and had to lie around the decks and on tables. Had it not been for the Celtle's steerage passengers, who generously shared their meals with us, we would not have had anything to cat, and what we did we had to eat with our flugers, as no knives, forks, angons or even were trended.

passengers, who generously shared their meals with us, we would not have had anything to eat, and what we did we had to eat with our fingers, as no knives, forks, spoons or cups were provided. They seemed to think that we were intruders and went out of their way to make us uncomfortable."

Edward Downing, of California, and Victor Weiburg, fellow-passengers, who stood near when Mr. Williams was taking, confirmed what he said of the treatment of the Britannie's steerage people on the Ceitie.

Hundreds of anxious inquirers pulled the door knobs of the big double doors leading to the handsome new offices of the White Star Company at No. 41 Broadway, during the day, to ask after friends on board the two steamers, but no one save the junitor of the building was on hand to ease their minds and send them away. From the company's offices the inquirers drifted down to the Ship News Office, and learning nothing there they wan dered off to the pier at West Feuth st. Those steerage passengers who had escaped iost no time in letting their friends know of their safety, and Proprietor Hamilton, of the Miner's Arms, was kept busy sending telegrams to all quarters of the country. There was scarcely room to turn around in the little hostelry, which was filled with returned immigrants. They taked freely of their

with roturned immigrants. They talked freely of their experiences.

Jeffreys Vaughn, of Cleveland, exhibited a silver time-piece, the hands of which marked 6:30. "I shall never start her ragain," said he. "That was just about the time that I was hauled out of the water. I was trying to get into one of the lifeboats and had got my foot on the gunwale, when a sailor cut the rope and I fell into the water. It was fifteen minutes before Richard Littler, as seward on the Britannic, threw me a lifeline and pulled me on board. I was pretty well chilled by that time."

J. W. Reilly, a man of about sixty, with a long gray beard, gave about the clearest account of the collision. Said he:

"There was a crowd standing on the port side just

### WHAT THE CELTIC'S CAPTAIN SAYS, TALKS WITH PASSENGERS ON THE VESSEL-RESO

LUTIONS PRAISING THE OFFICERS. According to the log of the Celtic she left Queenstown at 1:15 o'clock on the afternoon of May 12, and nothing occurred to mar her voyage until her en-counter with the Britannic. The only disagreeside clear to the stern, sweeping our able weather was met with our Wednesday side clear to the stern, sweeping some people last, when a light, northerly gale, lasting about six people were killed by the stern our bulwarks and deck. Some hours and accompanied by a heavy sea made method. hast, when a light, northerly gale, lasting about six hours and accompanied by a heavy sea made matters a B. II. K. Walker. little uncomfortable for passengers liable to sensickness. The first day's run was 351 miles, the second, May 14, 354 miles; May 15, 346 miles; May 16, 337 miles; May 17, 352 miles; May 18, 348 miles; May 19, 348 miles May 20, 145 miles; May 21, 185 miles, and May 22, 110 miles to Sandy Hook.

Captain Irving, the Celtic's commander was so busile occupied in attending to the wants of the passengers and looking after his disabled ship that he had little time in which to give his version of the accident at length.

This much, however, he did say:
"Shortly after, noon on Thursday, when about 400 miles east of Sandy Hook, we ran into a light fog. It gradually thickened until it was impossible to see from the stern to ing. The people got calmer and the last boat dispatched thickened until it was impossible to see from the stern to was recalled. The passengers had been furnished with the stem of the boat. I reduced speed about one-half and began blowing the whistle at regular intervals. Exlife-buoys had been inspected by the United States In- tra lookouts were stationed on the forecastle head and spector just before we left port. Order was rapidly restored and the duties of the various departments resumed. About three hours later we sat down to dinner as usual.

The definition of the various departments resumed and the duties of the various departments resumed with any other vessels. It was a few minutes past 5 o'clock, I think, when I heard the hoarse whistle of another steamship off answering to each other's calls to show that they were still in company and all right. It was densely foggy during the night, but quiet. In the non-new force of our meeting. A few moments later and the same after 8 or 9 o'clock we started our engines and headed for home, the Celtic bearing us company. We full in with I then rang the bell to stop the engines the Marengo about 9 or 10 e'clock. She joined us at our | more as a matter of precaution than because there ap peared to be any immediate danger, but had hardly don about 4 o'clock in the afternoon. Both the Celtic and so when the high bow of the Britannic broke through the the Britannic had been firing signal guns and flying fog. She was a little to the starboard of signals of distress. The four vessels all anchored off Sandy Hook about 1 o'clock yesterday morning and lay there quietly. At daybreak it was found that the fog had again com on. The tug William Fletcher found us about 5 o'clock. We were told that seven or eight other tugs were looking for us. Mr. J. Bruce Ismay boarded us from the tug were told that seven or eight other tugs were looking for us.

aboard the Britannic and had a consultation with Captain Perry, of that vessel. It was thought then that the Britannic would sink. The water filled her fourth compartment and gradually draged her down by the atern. She settled slowly, to be sure, but it was difficult to teil whether her other compartments at first thought that it would be adviaable to steam into Boaton, which was the nearest point and which it was thought probable could be reached without trouble. When it was found, however, that the Britannic had gone down about as far as she would and that there was little prospect of water getting into the other compartments they changed their minds and decided to continue on their course to this city.

T. W. Marsnall, of West Chester, Penc., was returning on the Cellite from a protracted visit abroad. He was on deck at the time of the accident and gives a graphic account of the scenes. "I never saw people behave better under trying circumstances than did the officers, crew and passengers on the Celtie. I was standing on the starboard side of the upper deck, just forward of the bridge, trying to distinguish through the fog the vessel whose whistle we could hear so plainly. There were several ladies and gentlemen near me, intent upon the same object. I was looking well off to starboard, never suspecting that the boat would appear ahead. But she did, and so suddenly that it seemed as though she might be a phantom vessel. Even then I did not realize that there was any danger, for it seemed as though we might pass sach other without touching. The next instant, however, there was no perceptible shock. We grazed along the side of the Britannic and the noise made by the crunching of the iron was frightful. The Celtic seemed to rock forward and aft two or three times as she bumped against the Britannic's sides and then backed off. The people near me were stunned for a moment and when they recovered themselves a few words from the officers on the bridge made them confident of their own safety. Their attention was nev

Britannic were present and after the music unanimously adopted those resolutions, which will be engrossed and presented to Captain Irving:

Whereas, On the evening of the 10th of May, 1887, in a dense fog, a collision of curred between the steamships Britannic and Cettle, which threatened to end in fearful loss of life and the featuretion of one of both steamers.

Recolved, that we would record our deep sense of gratitude to Aimighty God for the merciful deliverance wouchnafed to an in our late circumstances of extreme perfil.

That we are pleased to have this opportunity of testifying our entire confidence in Captain Irving, the commander of the Cettle, believing that he did all that was possible to prevent collision, and, after this had occurred, by his able seamouslying and presence of mind he saved his steamer and the lives of a danger had captain Irving's courage and coolness in the read of danger had captain Irving's courage and coolness in the large had any panel wherefore of at once allaying fears and stopping any panel wherefore of at once allaying fears and stopping people on the ability of the large that the large that a large that the large that a large that the large that the large that a large that the large and the other entires of the ship for so ably seconding Captain Irving, and to the purser, Mr. Durbridge, Dr. Fenwick and Chief Steward May for their unremitting attention and care of the large accession to the passengers. We feel greater confidence in the White Start Line when we know that after such a terrific collision both their compariments and watertight doors thoroughly effects, the commodore of the line, Captain Perry, also deficient, the consequences might

### ARRANGEMENTS FOR SAFETY IN COLLISIONS-PLENTY OF WATER-TIGHT COMPARTMENTS.

The steamship Britannie, with the exception of her sister ship, the Germanic, is the largest and finest vessel in the White Star fleet. She is 3,174 tons net register, and 5,004 tons gross; is 455 feet in length, 45 feet and 2 inches in breadth, and has a depth of hold of 33 feet and 7 inches. She is an iron, screw, four-masted steamer, and her compound engines fare of 760 nominal horse The space allotted to the machinery in the engine-room which is 107 feet in length, is unusually great. Ther which is 107 feet in length, is unusually great. There are eight boilers and the spaces around them are constantly swept by copious supplies of cold air. There are two engines, and each contains a high and low pressure evilinder, making four in all. Should not engine be disabled it can be disconnected in a short time and the other engine can do the necessary work. If one of the cylinders of one engine becomes disabled, the other cylinder and the other uniquired engine can continue working. The engineers are not cramped in their room and have ample space for inspecting the machinery at any moment.

and have ample space for inspecting the machinery at any moment. The water-tight and fire-proof bulkheads run from the top to the bottom of the vessel, and those have self-closing doors and other appliances designed to confine the effect of a leak or of an accident to that part of the vessel to which the mishap may have occurred. In one compartment containing the after set of boilers, the door which leads to the next compartment is arranged for prompt water-tight closing. If the water should find its way into a neighboring compartment, the engineer in charge, by turning alever, lefs the ponderous door fall into its piace, its descent being regulated by an air cyinder. In another compartment the iron floor works automatically, rising if the water finds its way beneath and condning the water to one section of the vessel. The steamer was built for safety as well as for speed. She has three decks, and her interior decorations are superb. She was built at Belfast in 1874.

charge, by turning a lever, lets the ponderous door fall into its place, its descent being regulated by an air cytoder. In another compartment the tron floor works automatically, rising if the water finds its way beneath and confining the water to one section of the vessel. The steamer was built at for safety as well as for speed. She has three decks, and her interior decorations are superb. She was built at Belfast in 1872.

The iron steamship Celife was built at Belfast in 1872. She is of 2.438 tons net register and 3.888 gross, and has a nominal horse-power of 650. She is similar in all respects to the Adriatic, of the same line, and is regarded as a stanch vessel of the most approved construction. Her length is 437 feet and 2 inches, her breadth 4.09 feet and her depth 31 feet. She has four masts, a propeller worked by compound engines, and water-tight compartments like those of the Britannie. The steerage accommodations of both vessels are superior. Those of the Britannic are casefully regard and richest property of the fallon National Bank dealer to record this tribute of their affection and respective to the fallon National Bank dealer to record this tribute of their affection and respective to the fallon National Bank dealer to record this tribute of their affection and respective to the Adriatic, of the same line, and is regarded as a stanch vessel of the most approved construction. Her length is 437 feet and 2 inches, her breadth 4.09 feet and because of the most approved construction. Those of the Britannie are casefully required to the fall of the fall of the same line of the same l modations of both vessels are superior. Those of the Britannic are especially roomy. It is a rule in all these ressels never to carry passengers on a deck below the water line, or on one which is not lighted by portholes from the side.

### CARIN PASSENGERS ON THE CELTIC. The following is a list of the cabin passengers on board

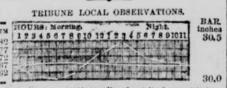
A. E. Alderson, W. L. Bishop and G. B. Bernard,
E. S. Barker,
Miss J. C. Chapman,
R. M. Clark,
William A. Cadbury,
W. A. Deakin,
J. T. McCollain,
Miss M. Marriage,
R. E. McPhail,
William McLaren,
Norman Rayner,
J. A. Richardson,
Miss V. F. Sands,
Heary Goodman,
A. D. Hill and man se W. N. Potter and Mrs. Potter, C. E. Reay, John Smith, Hugh England, Dr. Guerin, T. Harwood, L. Iveson, William Jones, Mrs. Spring, John Temple, Miss Temple, Clifford Temple, A. W. Turner, Wallsee Whitlock, Angelo Bennett, J. A. Brewer, Edward Berrill, T. W. Bacchus, Henry Goodman.

A. D. Hill and man servant,
Mrs. Hill, 2 chil. and 2 maids,
F. B. S. Jarvis, Mr. Shearman, Miss G. Spring, Mrs. Temple,
Mrs. Temple,
Howard Temple,
Howard Temple,
Miss Waterbury,
The Rev. J. Williams,
Miss Maggle Carroll,
Robert T. Dacre,
Henry Delepine,
H, Gifford, Henry Delepine,
H. Gifford,
Mrs. Elizabeth Haarman,
F. Haarman,
Miss Elizabeth Haarman,
William Valentine Hughes,
Miss Sarch Hughes,
Miss Prudentia Hughes,
Miss S. Tumley,
Abraham Levy,
F. C. Laws, T. W. Bacchus, Clara Brickley, James Arthur Brickley, Hubert Gough Brickley, Miss Eliz'th A. Beswither Miss Ellz'th A. Beswith
Miss Emma Breeze,
Miss Mary Breeze,
Mrs. C. Chismon,
Mrs. E. Courtney,
Miss Mary Hogan,
Mrs. Ann Lanwig
Jonathan H. Marfell,
William Molyneux,
Charles H. Power,
Miss Elizabeth Plant,
James Rudze and Abraham Levy, F. C. Laws, Robert McKeo, T. Norris and Mrs. Norris, Miss Hannah M. Penhall, H. P. B. Rigby, Mrs. Rudge, Miss Harriet Stock, John Taylor, George Waddington, Mr. Todd.

# THE WEATHER REPORT.

GOVERNMENT INDICATIONS-FOR 24 HOURS. Washington, May 22 .- For New-England, warmer, generally fair weather.

For New-York, Pennsylvania and New-Jersey, fair weather, stationary temperature, southerly winds, followed by cooler threatening weather, local rains and variable winds.



In the diagram a continuous line shows the baremetric fluc-tuations yesterday, as observed at the United States Signa-Service statton in this city. The dashes indicate the tempera-ture noted at Hudnut's pharmacy, 218 Broadway.

THIRDNE OFFICE, May 23-1 A. M.-A sea breme tem pered the heat perceptibly yesterday. There were fair skies and a steady barometer. The temperature ranged between 58° and 80°, the average (6712°) being 124° lower than on the corresponding day last year, and lower than on the corresponding day last year, and 61g lower than on Saturday.

In and near this city to-day there will probably be cooler, fair weather, followed by cloudiness.

cooler, fair weather, followed by cloudiness.

THE PROUD MOTHER.

From The Boston Transcript.

Not only do the descendants of Americans who came over in the Mayflower or those who signed the Declaration of Independence pride themselves on their descent, but members of families that have lived respectable and unknown are quite seisisfed as to the high social position of themselves and their ancestors. The bearer of an illustrious surname quite properly looks upon the record of some local achievement; rather than the name's worldwide significance, as the source of family pride. In Rhode Island the surname Luther is very common. Some years ago the mother of a promising young Luther was exhibiting the child's accomplishments for the edification of the newly settled pastor.

"And what is the name of your little boy, Mrs. Luther" asked the elergyman.

"Erasmus, sir."

"Erasmus, Luther! Your son should have a brilliant

future, for his name combines the names of two men of genius." "Yea," said the gratified mother, "we named him after his uncle 'Hammus; he was selectman for ten years up to Cumberland."

ONE MAN KILLED, THREE HURT, IN A COL LISION.

BALTIMORY, May 22 - A shifting engine on the Baltimore and Ohio Railroad at Bayviev station, near this city, this afternoon was in collision with a passenger car in which were fitten telegraph line. mer, who were waiting to be taken to Chester, Penn., where they were to go to work. Snowden Clemmans, a native of West Virginia, was killed instantly, and John W. Martin, James E. Hare and Oliver Buckalew were seriously injured. Buckalew will probably die. A misplaced switch caused the collision.

# SUPPOSED DISCOVERY OF ZINC.

LAMAR, Mo., May 22 .- At Quantha, seven miles west of here, prospectors for natural gas have encountered at a depth of 200 feet what is considered to be a rich vein of zinc. Experts pronounce it zinc, and the run is nine feet hick.

A COLLISION ON THE SOUND The steamer C. H. Northam, of the New-Haven line, ran into the schooner John Donglass off Stepping Stone Lighthouse yesterday. The schooner was wrecked, but the crew was saved.

HE WAS WAY OFF.

From The Detroit Free Frees.

"It I'd been little George Washington I'd have lied about enting the cherry tree," he said as he laid down his school history.

"You would!" exclaimed his mother. "And why!"

"Well, then it would have been lid to the hired man."

"And then i'"

"And then there'd have been the all firedest fight between him and the old man Washington anybody ever saw! Little George was way off on that cherry tree business."

Don't risk anything with a stubborn cough when a safe remedy may be had in Dr. Jayne's Expectorant. Soro Lungs and throats are speedily helped by it.

Henderson's Hand Lawn Mower is the best made. See it at our stores, 35 and 37 Cortlandt-st., New-York. ...

Cowperthwait.
Furniture, Carpets, everything. Park Row or Chatham st, sear Chatham Square, New-York.

Yes. It is Warmer To-Day, but it doesn't impair the virtues of Benson's Plasters, the great pain annihilators. Beware of imitations.

Colgare & Co.'s 1806 Sean.

Now is the time to supply your country house with the best aundry soap which can be made.

# MARRIED:

THOMSON-BENNETT-On May 21, by the Rev. Howard Crosby, D. D., David Thomson and Mrs. Emma H. Bennett, all of this city. Notices of marriages must be indorsed with full name and address.

### DIED.

COOK-In New-York City, Saturday, May 21, Roselins Benedict, wife of Dr. C. P. Cook, of Hudson, N. Y. Funeral services at her late residence, Hudson, N. Y., on Tuesday, the 24th inst, at 3 p. m.
CORBIN-On Saturday, May 21, Edna Sanxay, infant daughter of Donald R and Julie S. Corbin,
Funeral on Monday, the 23d inst, at 3 o'clock from the residence of her grandmother, Mrs. Sanxay, 226 Degravet, Brooklyn.

ERRIS-At Westfield, N. J., Sunday, May 22, very and. denly of suppressed measles, Frank Hanford, son of Joseph denly of suppressed measles, Frank Hanford, son of Joseph 8, and Mary H. Ferris. Tuneral service will be hold at 2 o'clock on Tuesday, 24th inst.
Train leaves at 1 p. m. C. R. R. of N. J., foot Liberty-st. GREEN—At Jersey City, on Sunday, May 22, 1887, Ann S., wife of George B. Green. Notice of funeral horeafter.

Notice of funeral horeafter.

HOBBS—At East Orange, N. J., May 21, 1887, Helen M., widow of Thomas M. Hobbs.

Notice of funeral nereafter.

JONES—OB Sunday morning. May 22, after a lingering illness. Harriet J. Warner, wife of George W. Jones.

Funeral services will take place at No. 81 Morton-st. Brooklyn, E. D., on Tuesday evening, May 24, at 8 o'clock.

LODER—At Bermuda, May 18, M. Mattiday wife of Noah Loder. Loder. uneral services will be held from her late residence, No. 120 Pacific at., brooklyn, on Tuestay, 24th inst., at 11 a.m.

Interment privata.

ODELL.—On Sunday, May 22, Abram Odell, aged 81 years.
Relatives and friends are invited to attend the funeral se vices at his fate residence, 339 West 32d-st, on Tucsda afternoon at 4 h. m. REFORD-Suddenly, May 22 Mrs. Jane M. Reford, in the 65th year of her ago. Puneral services from Church of the Holy Spirit, 66th-st. and Madisan-ave., on Tuesday morning at 10 o'clock.

and Madisan-ave., on Fuestay morning at 10 o'clock.

MITHERS—On Friday, the 20th of May, at his late residence, 836 Dorchesterst., Montreal, Charles Francis Smithers, in the 65th year of his age.

Funeral from Emmanuel Church, Montreal, Monday, 234 mass, at 2 o'clock.

Interment at Groonwood.

Monahau.—At a special meeting of the Board of Directors of the Fulton National Bank held May 18, 1887, called upon the announcement of the death of their late President, Thomas Monshan, the following paper was read and placed

The Directors of the Fulton Nationa. Bank desire to record this tribute of their affection and regard for him as a man, and their sense of the loss which this bank and the community have austained by his death.

It is accordingly ordered that this paper be placed upon the minutes, and a copy of the ame be sent to his family, tendering to their the warm sympathy of ine Directors in their because their associate, whose memory they will always honor and love.

M. BUCHANAN, Cashier, and Secretary of the Board of Directors.

# Special Notices.

TO AVOID MISTAKES

proprieters of summer botels and families preparing to leave
the city, when ordering from their grocers or wine desires
their supply of BASS'S ALE and GUINNESS'S STOUT of
the DOG'S HEAD BRAND, should be careful to specify both
the brand and the name of the bottlers; Read Broa, London,
H. P. FINLAY, Sole Agent for U. S. and Canada. MISS CORSON has kindly consented to give three dem-

MISS CORSON has kindy consended to give introduced monstrations on this subject, on WEDNESDAY, MAY 25, at 2:30 p. m., in the LEXINGTON AVENUE OPERA HOUSE, 145 to 155 East 58th-st. Complimentary tickets may be had at the American Meter Co., 223 5th-ave, or at Silineon Nauheim's Drug Store, 988 3d-ave., cor. 59th-st. Baths: The best in the world: Russian, Turkish, Thermo Electric and Medicated, with or without Roman, Massage or Static Electricity. 8 a.m. to 10 p.m. Gentlemen morning and evening, ladies afternoon. Terms moderate. 142 Kast 34th-st.

### Tenth Season. MRS. MCELRATH'S HOME-MADE

PRESERVED.

BRANDIED.

CANNED AND

SPICED FRUITS.

Jollies, Jams, Pickles and Mines Meate.

Pure Red Currant Jelly, made of currant jules and angar, and nothing else. Everything put up in glass Jars. Send and nothing else. Everything put up in glass Jars. Send and nothing else. Everything put up in glass Jars. Send and nothing else. Everything put up in glass Jars. Send and orders early. Goods stored undit fall. For prices, references, orders and the glass and

T. M. Stewart, Steam Carpet Cleaning Works, 323 7th-ara, Souther distalling Cartage free in New York and Brooklyn. Post Office Notice.

(Should be read daily by all interested, as chances may occur at any time.)

Letters for foreign countries need not be specially addressed for dispatch by any particular steamer, except when it is desired to send duplicates of banking and commercial documents, letters not specially addressed being sent by the fastest vessels available.

Foreign mails for the week ending May 28 will close (promptly in all cases) at this office as follows:

(promptly in all cases) at this office as 1010 vs;

MONDAY-AtS a. m. for Uraguay and Argentine Republic
per steamship Kiel; as II a. m. for Costa Kira, por
ateamship Atlas, via Limon; at 3 p. m. for Belize, Puertes
Corte s, Gnatemaia and Booss del Tero, per steamship
Hondo: at 3 p. m. for Frazilio, per steamship Haroid
from New-Orleans.

sicamship Adia, via timor, as p. m. for Sense, restauship Hondo: at 3 p. m. for Prutilio, por steamship Hondo: at 3 p. m. for Prutilio, por steamship Haroid from New-Orleans.

TUESDAY—At 1 p. m. for Vera Cruz and Progreso, per steamship Mexico, via Havana; at 3 p. m. for Costa Bica, per steamship Forball, from New-Orleans; at 3 p. m. for Europe, per steamship Forball, from New-Orleans; at 3 p. m. for Europe, per steamship Arisona, via Queeesstown.

WEDNENDAY—At 1 a. m. for Brazil and for Chili and the La Platacountries, via Brazil, for St. Thomas and St. Croix, via S. Thomas, for Barbadoes and for Trinidad and Demerara, via Ratbadoes, per steamship Advance (letters for other Windward Islands must be directed "per Advance") at 3 a. m. for Europe, per steamship City of Bome, via Queenstown; at 4 a. m. for Europe, per steamship Saale, via Southamper to amplie, at 11 a. m. for Jamaica, Savanilla, etc., Saale, at 11 a. m. for Jamaica, Savanilla, etc., Sanle, at 11 a. m. for Jamaica, Savanilla, etc., Sanle, at 11 a. m. for Jamaica, Savanilla, etc., Sanle, at 11 a. m. for Bome, Terror, per steamship City of Dallas, for to New-Orleans.

THURSDAY—At 1 n. m. for Beruula, per steamship Office and Guatomaia, per steamship City of Puebla; at 8:39 p. m. for S. Pietro-Miquelon, City of Puebla; at 8:39 p. m. for S. Pietro-Miquelon, City of Puebla; at 8:39 p. m. for S. Pietro-Miquelon, City of Puebla; at 8:39 p. m. for S. Pietro-Miquelon, City of Puebla; at 8:39 p. m. for S. Pietro-Miquelon, City of Puebla; at 8:39 p. m. for S. Pietro-Miquelon, City of Puebla; at 8:39 p. m. for S. Pietro-Miquelon, City of Puebla; at 8:39 p. m. for S. Pietro-Miquelon, City of Puebla; at 8:39 p. m. for S. Pietro-Miquelon, City of Puebla; at 8:39 p. m. for S. Pietro-Miquelon, City of Puebla; at 8:39 p. m. for S. Pietro-Miquelon, City of Puebla; at 8:39 p. m. for S. Pietro-Miquelon, City of Puebla; at 8:39 p. m. for S. Pietro-Miquelon, City of Puebla; at 8:39 p. m. for S. Pietro-Miquelon, City of Savandor (esters for France, Switzerland, Ilaly, Spa

"The schedule of closing of Trans-Pacific mails is arranged on the presumption of their uninfertupted overland transit to San Francisco. Mails from the Sast arriving on time as San Francisco on the day of sating of stemants are the patiched themes the same day.

Past Office, New York, N. Y., May 20, 1837.